# AMENDMENT 64

# TO THE

# OFFICIAL PLAN OF THE REGIONAL MUNICIPALITY OF OTTAWA- CARLETON

AMENDMENT NO. 64

TO THE

OFFICIAL PLAN FOR THE

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

This Amendment to the Regional Municipality of Ottawa-Carleton Official Plan which was adopted by the Council of the Corporation of the Regional Municipality of Ottawa-Carleton is hereby approved under Section 21 of the Planning Act.

Date: February 8, 1978

P. Morris

Pauline Morris
Director
Plans Administration Branch
North and East

THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

BY-LAW No.300 of 1987

A By-Law to adopt Amendment 64
to the Official Plan of the
Regional Municipality of
Ottawa-Carleton

The Council of the Regional Municipality of Ottawa-Carleton, pursuant to Sections 17 and 21 of The Planning Act, 1983, enacts as follows:

1. Amendment 64 to the Official Plan of the Regional Municipality of Ottawa-Carleton, consisting of an explanatory text and the map marked as Schedules '1', and '2' thereto, is hereby adopted.

2. The Clerk shall apply to the Minister of Municipal Affairs for the approval of the said Amendment 64.

3. This By-law shall come into force and take effect on the day of its final passing.

ENACTED and passed this 9th day of December , 1987.

CLERK

CHAIRMAN

**AMENDMENT 64**

**OFFICIAL PLAN OF THE REGIONAL-MUNICIPALITY OF OTTAWA-CARLETON**

**Purpose**

The purpose of Amendment 64 is to amend Schedule "G", Urban Regional Roads' Rights-Of-way Protection Policy Plan, and the text at Section 3.1.4.3. The effect of this Amendment is to:

- delete the widening/easement policy from St. Patrick Street,
- delete the 23 metre width designation on Main Street, replacing it with a 20 metre width designation.
- indicate that the acquisition of any additional rights-of-way along King Edward Avenue between Rideau Street and Laurier Avenue be for pedestrian facilities only.

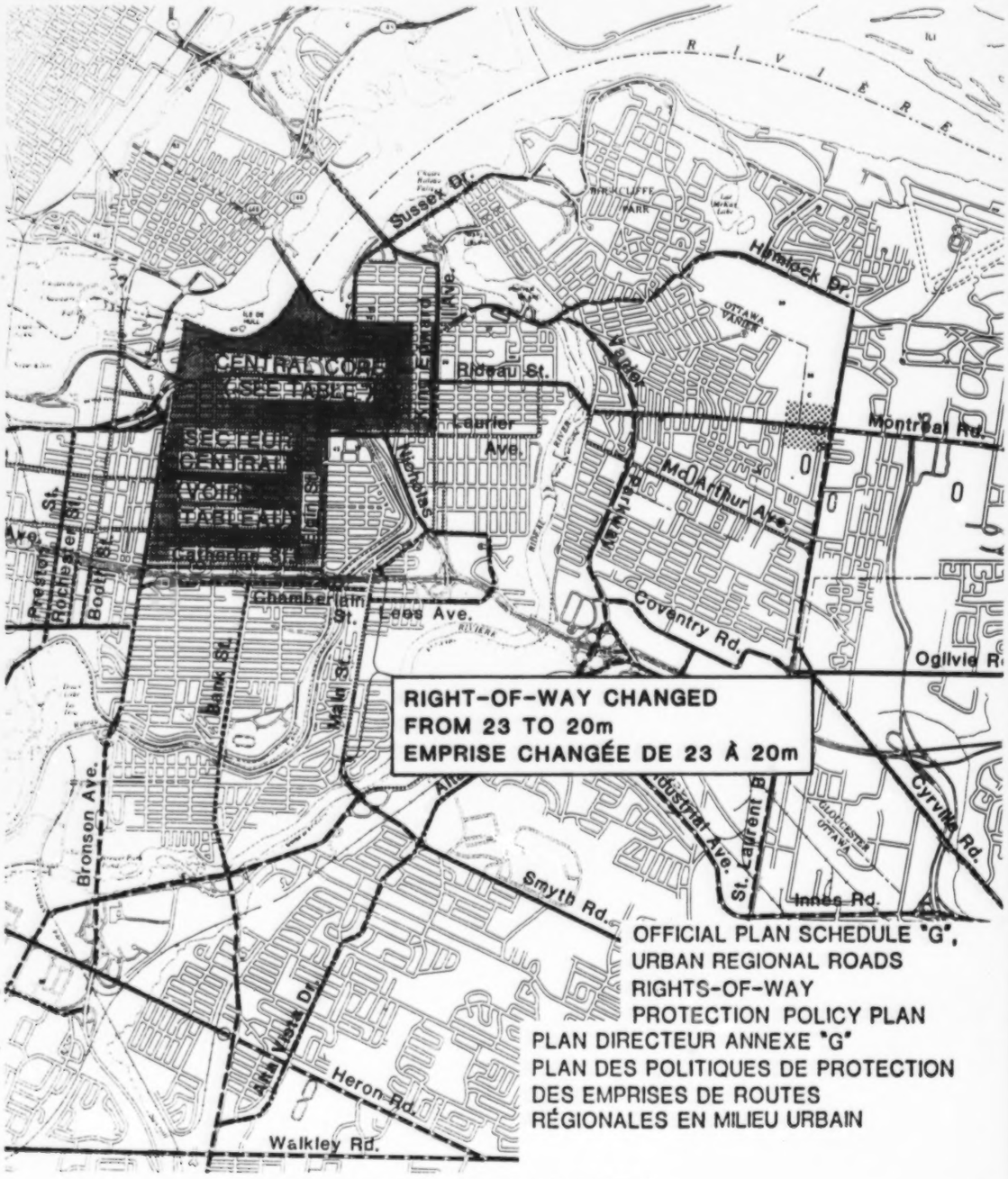
**The Amendment**

(1) Schedule "G", Urban Regional Roads' Rights-Of-Way Protection Policy Plan, is hereby amended by deleting the 23 metre width designation on Main Street, from Toronto Street to Echo Drive, and replacing it with a 20 metre width designation as shown on Schedule "1" of this Amendment, and by deleting the "widening/easement policy" from St. Patrick Street between King Edward and Sussex (by changing the notation in the "widening/easement policy" column of the insert table from "yes" to "no"), as shown on Schedule "2".

(2) Section 3.1.4.3. be amended by adding the following paragraph, following the first paragraph (top of page 3-24) of Section 3.1.4.3:

"In the Sandy Hill area, between Rideau Street and Laurier Avenue on King Edward Avenue, it is intended that the acquisition of additional rights-of-way shall be for pedestrian facilities only".

# SCHEDULE "1" OF AMENDMENT 64
# OFFICIAL PLAN OF OTTAWA-CARLETON
# LA CARTE LÉGALE "1" DE L'AMENDEMENT 64
# LE PLAN DIRECTEUR D'OTTAWA-CARLETON




OFFICIAL PLAN SCHEDULE "G",
URBAN REGIONAL ROADS
RIGHTS-OF-WAY
PROTECTION POLICY PLAN
PLAN DIRECTEUR ANNEXE "G"
PLAN DES POLITIQUES DE PROTECTION
DES EMPRISES DE ROUTES
RÉGIONALES EN MILIEU URBAIN

RIGHTS-OF-WAY WIDTHS (METRES)
LARGEUR DES EMPRISES (MÈTRES)

- 40m
- 37m
- 34m
- 30m
- 26m
- 23m
- 20m

**Scale 1:40,000**

# SCHEDULE "2" OF AMENDMENT 64
# OFFICIAL PLAN OF OTTAWA-CARLETON
# LA CARTE LÉGALE "2" DE L'AMENDEMENT 64
# LE PLAN DIRECTEUR D'OTTAWA-CARLETON

## CENTRAL CORE REGIONAL ROADS' RIGHTS-OF-WAY PROTECTION AREA
## ZONE DE PROTECTION DES EMPRISES DE ROUTES RÉGIONALES DU SECTEUR CENTRAL

| ROAD NAME<br>NOM DE RUE | LIMITS, BETWEEN<br>LIMITES, ENTRE | TOTAL R.O.W. REQUIRED (in metres)<br>EMPRISE TOTALE REQUISE (mètres) | MAXIMUM LAND REQUIREMENT FROM PROPERTY ABUTTING EXISTING R.O.W. (in metres)<br>SUPERFICIE MAXIMUM REQUISE À PARTIR DE LA PROPRIÉTÉ ATTENANTE À L'EMPRISE EXISTANTE (mètres) | WIDENING/ EASEMENT POLICY<br>POLITIQUE SUR ÉLARGISSEMENT /SERVITUDE |
|---|---|---|---|---|
| Queen | Bronson & Elgin | 20m | 1.25m | Yes/Oui |
| Albert | Bronson & Elgin | variable | * | * |
| Slater | Bronson & Elgin | 20m | 1.25m | Yes/Oui |
| Laurier | Bronson & Elgin | 20m | 0.90m | Yes/Oui |
| Somerset | Bronson & Elgin | 20m | 0.90m | Yes/Oui |
| Gladstone | Bronson & Elgin | 20m | 0.90m | Yes/Oui |
| Lyon | Wellington & Catherine | 20m | 0.90m | Yes/Oui |
| Kent | Wellington & Catherine | 20m | 0.90m | Yes/Oui |
| Bank | Wellington & Catherine | 20m | 0.90m | Yes/Oui |
| O'Connor | Wellington & Catherine | 20m | 0.90m | Yes/Oui |
| Metcalfe | Wellington & McLeod | 20m | 0.90m | Yes/Oui |
| Metcalfe | Argyle & Catherine | 20m | 0.90m | Yes/Oui |
| Metcalfe | Argyle & McLeod | 20m | 2.40m | Yes/Oui |
| Argyle | Metcalfe & Metcalfe ** | 20m | 0.00m | Yes/Oui |
| McLeod | Metcalfe & Metcalfe ** | 20m | 0.90m | Yes/Oui |
| Wellington | Bronson & Rideau | 26m | 0.00m | No/Non |
| Elgin | Laurier & Wellington | 40m | 2.40m | No/Non |
| St. Patrick | King Edward & Sussex | 20m | 0.55m | No/Non ← Changed from Yes to No / Changé de Oui à Non |
| Murray | King Edward & Sussex | 20m | 0.00m | Yes/Oui |
| George | King Edward & Sussex | 23m | 0.00m | No/Non |
| Rideau | King Edward & Sussex | 30m | 1.75m | No/Non |
| Besserer | Nicholas & King Edward | 20m | 1.30m | Yes/Oui |
| Daly | Col. By & Nicholas | 20m | 0.00m | No/Non |
| Daly | Nicholas & Waller | 20m | 1.10m | Yes/Oui |
| Stewart | Waller & King Edward | 20m | 0.86m | Yes/Oui |
| McKenzie | St. Patrick & Wellington | 20m | 2.40m | Yes/Oui |
| Sussex | St. Patrick & MacKenzie | 20m | 0.00m | Yes/Oui |
| Nicholas | Rideau & Laurier | 20m | 1.70m | Yes/Oui |
| Waller | Besserer & Laurier | 23m | 1.54m | No/Non |
| Dalhousie | George & Besserer | 23m | 1.40m | No/Non |
| Cumberland | George & Besserer | 20m | 1.50m | Yes/Oui |
| Wilbrod | Waller & Nicholas | 20m | 1.00m | Yes/Oui |

* A maximum of 7 metres may be required. This may be obtained or reduced by a combination of surface easements and right-of-way widenings, based on mutually agreeable easement/encroachment/aerial rights, etc. arrangements.

* Un maximum de 7 mètres pourrait être requis. Il serait possible de l'obtenir ou de le réduire en combinant les servitudes en surface et les élargissements d'emprises, selon une entente sur les servitudes, empiètements, droits aériens, etc.

** Note that there is a jog in the road.

** Notez qu'il y a un cahot dans la chaussée.